

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Korea/China

DATE DISTR 23 JUL 51

SUBJECT Military Headquarters and Supply Centers in
North Korea

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS. 50X1-HUM
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. [] the Chinese Communist main supply base in Korea was at Kusong (125-16, 40-03). This town was also the location of the headquarters of the North Korean State Security Bureau, and extensive Security Bureau networks were operating in the area. A new camouflaged airfield was being constructed in the vicinity (exact location unknown).
2. [] freight cars were being hidden during the daylight hours at the following points: 50X1-HUM
 - a. In a tunnel two kilometers (approximately one and one-fourth miles long) at the center of the semi-circular truck route from the Yalu River to the Manpojin railroad station. The tunnel was used to conceal trains from Manchuria.
 - b. A tunnel between Manpojin railroad station and Oegwi (126-21, 41-08) and a tunnel three kilometers (approximately two miles) north of Manpojin station. Trains left both of these tunnels at sunset for Manpojin station.
 - c. A tunnel 1.5 kilometers (approximately one mile) north of Manpojin on the railroad to Unbong-dong (126-32, 41-22), used entirely for hiding freight cars which did not complete loading or unloading at Manpojin by sunrise. 50X1-HUM
3. [] large (undetermined) numbers of Chinese Communist trucks were concentrated in three small valleys immediately east of the road from Sangpanmak (126-30, 40-44) and Pyonha-dong (126-34, 40-47) and west of two thickly wooded mountains. Chinese Communist sentries stood guard at the valley entrances. This was the main rear area supply depot for the Chinese Communist forces in Korea, according to some of the truck drivers. 50X1-HUM
4. The rear headquarters of the North Korean forces and the North Korean Interior Police were in a valley immediately west of Yohyang-san (126-18, 40-01) on the road from Yohyang-san station (126-10, 40-02) to Poryon Temple (126-14, 40-00).

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 15 JUL 1973 from the Director of Central Intelligence to the Archivist of the United States.

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CLASSIFICATION

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and 500 meters (approximately a quarter of a mile) south of the station. [redacted]
[redacted] large numbers of trucks and quantities of supplies, including
clothing, were concentrated in the area.

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5. [redacted] caves and an unidentified structure at the bottom of a small
hill and east of a road between Kirim-ni (125-45, 39-02) and Pyongyang were
guarded by Chinese Communist troops. Ammunition was stored in the caves. 50X1-HUM
6. [redacted] a relay point for supply trucks was a tunnel 100 meters (approx-
imately 390 feet) long on the railroad between Chongok (127-04, 38-01) and
Harpyong-ni (126-52, 37-52), seven kilometers (approximately five miles) north
of the latter a valley east of the tunnel was also in use. 50X1-HUM